

THE HONGKONG TELEGRAPH

HONGKONG, THURSDAY, OCTOBER 20, 1892.



The Share Market.

LATEST QUOTATIONS
Hongkong and Shanghai Bank.—106 per cent. prem. sales and buyers.
The National Bank of China, Ltd.—on £7.10. paid up, 30 per cent. dis. buyers.
The National Bank of China—Ltd.—Founders' shares, \$200 per share, sellers.
The Bank of China, Japan & the Straits, Ltd.—\$31. sellers.
The Bank of China, Japan & the Straits Ltd.—Founders' shares, £18, sales and buyers.
Chinese Imperial Loan of 1884 B—21 per cent. premium, sellers.
Chinese Imperial Loan of 1884 C—2 per cent. premium, buyers.
Chinese Imperial Loan of 1886 E—14 per cent. premium.
Union Insurance Society of Canton—\$82 per share, ex. div., buyers.
China Traders' Insurance Company—\$57 per share, sellers.
North China Insurance—Tls. 2421 per share, buyers.
Canton Insurance Company, Limited—\$103 per share, sales and buyers.
Yangtze Insurance Association—\$102, buyers.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—\$2671 per share, sellers.
China Fire Insurance Company—\$86 per share, sales and buyers.
Hongkong, Canton, and Macao Steamboat Co.—\$28, sellers.
China and Manila Steam Ship Company—28 per share, sales and buyers.
Indo-China Steam Navigation Company, Limited—50 per cent. discount, sellers.
Douglas Steamship Company—\$37 per share, ex. div., sales and buyers.
The Steam Launch Co., Limited—nominal.
Hongkong and Whampoa Dock Company—\$76 per cent. premium, sellers.
Geo. Fenwick & Co., Limited—\$15 per share, sellers.
Hongkong Hotel Company—\$24, sales and sellers.
Hongkong Hotel Co.'s Six per cent. Debentures—\$501.
The Austin Arms Hotel and Building Company, Limited—\$41 per share, sellers.
The Shamen Hotel Co., Limited—\$51 per share, sales and sellers.
Punjom and Songhile Dux Samantan Mining Co.—\$2 25, per share, sellers.
The Raub Gold Mining Co., Limited—25 cents per share, sellers.
New Imuris Mining Co., Limited—\$1 per share, sales and buyers.
The Balmoral Gold Mining Co., Limited—nominal.
Tonquin Coal Mining Co.—\$145 per share, buyers.
The Tebbin Mining and Trading Co., Limited—\$51 per share, sales and buyers.
The Selama Tin Mining Co., Limited—15 cents per share, sellers.
London and Pacific Petroleum Co., Ltd.—nfx. nominal.
China Sugar Refining Company, Limited—\$150 per share, sales and buyers.
Luzon Sugar Refining Company, Limited—\$35, nominal.
A. S. Watson & Co., Limited—\$161 per share, sellers.
Dakin, Crickshank & Co., Limited—\$2 per share, buyers.
Hongkong Dairy Farm Co., Limited—\$5 per share, sellers.
The Kowloon Land Investment Co., Limited—\$8 per share, buyers.
The Hongkong Land Investment Co., Limited—\$58, sales and sellers.
The West Point Buildings Co., Limited—\$28 per share, sellers.
H. G. Brown & Co., Limited—\$24 per share, sales and sellers.
Hongkong and Kowloon Wharf and Godown Company—\$46 per share, sellers.
Hongkong Rope Manufacturing Company, Limited—\$971 per share, sellers.
Hongkong Gas Company—\$100 per share, sellers.
Hongkong Ice Company—\$67 per share, buyers.
Hongkong and China Bakery Company, Limited—\$66 per share, sellers.
The Hongkong Brick and Cement Co., Limited—\$7 per share, sellers.
The Green Island Cement Co.—\$5 per share, sellers.
The Hongkong Electric Light Co., Limited—\$31 per share, sellers.
The Hongkong Steam Laundry Co., Limited—\$25 per share, nominal.
The Hongkong High-Level Tramway Co., Limited—\$35 per share, sellers.

EXCHANGE.
ON LONDON—Bank, T. T.2/9 1/2
Bank Bills, on demand2/10
Bank Bills, at 4 months' sight2/10 1/2
Credits at 4 months' sight2/10 1/2
Documentary Bills, at 4 months' sight2/10 1/2
ON PARIS—
Bank Bills, on demand3/56
Credits, at 4 months' sight3/56
ON INDIA:—
T. T.226
On Demand226 1/2
ON SHANGHAI—
Bank, T. T.72 1/2
Private, 30 days' sight73

VISITORS AND RESIDENTS AT THE HONGKONG HOTEL.

Mr. C. M. Belshaw and Mr. M. Portal, wife.
Mr. and Mrs. J. A. Mrs. Robbins.
Douglas, Mr. W. H. Sharp.
Mr. Geo. Fenwick, Mr. F. E. Shean.
Mr. E. C. S. French, Mr. K. T. Stewart.
Mr. Ed. Horton, Mr. W. Tarn.
Dr. Hirschberg, Mr. W. A. Thurman.
Mr. Thos. Howard, Mr. and Mrs. E. L. Winter.
Mr. A. L. Lauterbach, Mr. J. G. Woodroffe.
Miss Luterbach, Capt. W. S. Wyles.
Mr. J. F. Matthews.
Rev. J. M. Morton.

VISITORS AND RESIDENTS AT THE MOUNT AUSTIN HOTEL.

Mr. Beattie, Mr. F. Falloway.
Mrs. Blackburne, Hon. N. G. Mitchell.
Mr. and Mrs. V. R. Jones.
Bowden & children, Mr. and Mrs. W. Macbean.
Mr. Hart-Buck, Mr. Verner Meyer.
Consul Butler, Mr. and Mrs. S. V. Morgan.
Rev. R. F. Cobbold, Mr. V. Morgan.
Mr. Cochrane, Miss V. Morgan.
Mr. and Mrs. C. C. Cohen, children and nurse.
Mr. J. B. Coughtrie, Mr. Chas. C. Malich.
Colonel Chauncy, Mr. and Mrs. McLeod.
Mr. W. H. Gaskell, Mr. H. F. Meyerink.
Count and Countess de Gelees, Mr. A. Ross.
Mrs. Glover, Mr. Taylor.
Captain Tillet.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. Chaudet, Surgeon-Colonel H. F. Paterson.
Major Clayton, Mr. and Mrs. Perkins.
Mr. W. S. Harrison, Mr. Sparrow.
Mr. Morton Jones, Mr. Strachan.
Mr. V. Kell, Mr. Geo. L. Tomlin.
Mr. F. Maitland, Mr. David Wood.
Mr. W. R. Needham.

CHINA COAST METEOROLOGICAL REGISTER.

19th October, 1892.—At 4 p.m.

STATION.	Lat.	Long.	Wind.	Temp.	Humidity.	Bar.	Dir.	Force.	Sea.	Weather.
Wanchow	22° 15'	113° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Tientsin	39° 05'	117° 10'	SE	78	85	30.0	SE	3	1	Cloudy
Shanghai	31° 10'	121° 20'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy	24° 30'	118° 05'	SE	78	85	30.0	SE	3	1	Cloudy
Swatow	23° 30'	115° 45'	SE	78	85	30.0	SE	3	1	Cloudy
Amoy										

Intimations.

GINGER ALE.

WE have always made good GINGER ALE, and we are now making the best. At various exhibitions and competitions in London and elsewhere, GINGER ALE, made by the formula we now use has won 32 PRIZE MEDALS and CERTIFICATES OF MERIT.

In 1860 competed and won against FOUR of the most famed Bellist makers.

The Analyst's report:-

"It is of unexceptional good quality."

"Particularly pleasant to the taste."

"Decidedly tonic and sustaining."

"In every respect most satisfactory."

ARTHUR HILL HASSAL, M.D.

The ideal temperance beverage.

DAKIN, CRICKSHANK & Co., LD.
Victoria Dispensary,
Queen's Road Central,
Hongkong, 17th October, 1892.

A. S. WATSON & CO., LD.

SEEDS.

OUR SECOND and LAST SHIPMENT for this season of VEGETABLE and FLOWER SEEDS having arrived we strongly advise customers to order to prevent disappointment to book their orders at once for all seeds required for late sowing.

This shipment contains many NEW KINDS highly recommended for this climate.

FERMIGERS
MANUAL OF GARDENING
FOR THE TROPICS.

This work is alike interesting to the student of botany and practical Gardener and comprises a large number of plants which for the convenience of reference are arranged in separate groups and are headed with their ordinary and botanical names. The cultivation of FLOWERS, VEGETABLES, FRUIT TREES, &c., is practically dealt with and PRUNING, GRAFTING and MANURING thoroughly explained.

Price \$2.50.

CLAY'S FERTILIZER.

A High Class FERTILIZER for POT PLANTS and for use in the Garden generally. It supplies natural nourishment to the soil, and assists the process of assimilation, thereby adding the plants to their full size, vigour and beauty.

Sold in tins containing 10 lbs. each...\$1.50
25 lbs...\$4.00

Special quotations for large quantities.

RANSOME'S NEW PARIS
LAWN MOWERS.

\$17.00 each.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY,
ESTABLISHED A.D. 1841.
Hongkong, 15th October, 1892.

For Sale.

NOW READY.

(PUBLISHED BY AUTHORITY.)

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" FOR 1892.

THIS Valuable Work, with many NEW ADDITIONS and IMPROVEMENTS, IS NOW READY.

PRICE THREE DOLLARS.

Orders for Copies of THE "HONGKONG DIRECTORY" may be sent to the following Agents:-

HONGKONG:-Mr. W. Brewer,
Messrs. Blackhead & Co.,
Messrs. Heermann, Herbert & Co.,
Messrs. Kelly & Walsh, Limited,
Messrs. Lane Crawford & Co.,
The Hongkong Trading Co.,
Man Yik Tong, Hollywood Road.
MACAO:-Messrs. A. A. de Mello & Co.,
ABOY:-Messrs. N. Moalla & Co., LD.
FOOCHOW:-Mr. H. W. Churchill.
SHANGHAI & NORTHERN PORTS:-Messrs. Kelly & Walsh, Limited, Shanghai.
YOKOHAMA:-Messrs. Kelly & Walsh, Limited.
BANGKOK:-The Bangkok Times Office.
SINGAPORE:-Messrs. Kelly & Walsh, Limited.
PANAMA:-Messrs. Amédée Prince & Co.
LONDON:-
or to
"THE HONGKONG TELEGRAPH" Office,
Paddy's Hill,
Hongkong, January 1893.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph" and not to the Editor.
Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.
Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.
While the columns of the Hongkong Telegraph will always be open for the free discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisements are requested to forward all notices intended for insertion in this paper to the Editor. Three o'clock is the latest period for the insertion of notices.
Advertisements and Subscriptions which are not ordered for a fixed period will be continued until discontinued.
The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisements. Terms can be learned on application.
The Hongkong Telegraph is published at the Telephone Central Exchange, No. 1, Telephone, three times a week, "Telegraph," Hongkong.

TO SUBSCRIBERS.

The Hongkong Telegraph is published daily at 3.30 p.m. Subscribers to the Central Edition who do not receive their copies before 4 p.m. will be obliged by once communicating with the Manager.

BIRTHS.

Rodyk.-On the 27th August at Kharoum-house, Fitzroy-street, Fitzroy, N. S. W., the wife of the late Mr. A. B. Rodyk, solicitor, Hongkong, formerly of London, of a daughter.

On the 8th September, at Wellington, New Zealand, the wife of JAMES WHITALL (formerly of Hongkong), of a son.

On the 14th September, at Kambura, Uzi-dag-road, Subulor, the wife of ARTHUR GORTON ANGLIER, of a daughter.

The Hongkong Telegraph.

HONGKONG, THURSDAY, OCTOBER 20, 1892.

THE REV. MR. COBOLD AND PROVIDENCE.

THE REVEREND R. F. COBOLD is a minister of the Gospel and as such does not lose an opportunity of advertising his holy wares. He seizes upon the *Bokhara* disaster to call the idle and thoughtless to a memorial service in St. John Cathedral. To what end? According to Dr. Dobson's advertisement in the *Telegraph* there is a Law of Storms, and so far as we can judge the *Bokhara* was wrecked through disregard of that law. First of all she ran into a typhoon. Why she ran into it we do not know yet, but suppose it will be explained at the Marine Court of Enquiry. At present we can only surmise that it was owing to confidence—confidence in the ship, confidence in her being able to ride through a typhoon, confidence in the professional experience of her Captain and his officers, confidence in their knowledge of the Law of Storms, confidence in their being able to make the usual run from Shanghai to Hongkong, and perhaps a seaman's disinclination to turn tail and incur black looks and uncomplimentary remarks from his owners if adverse weather prophecies had come to nothing. However, the *Bokhara* ran into a typhoon instead of running out of one, and this error of judgment cost the Captain, crew, and passengers their lives and the P. & O. Co. an old but valuable ship. During the typhoon everything that could be done appears to have been done; everything which seamanship required or experience dictated seems to have been attempted, but, and unfortunately there is a but, what wrecked the *Bokhara* was the sea breaking over her, washing away the engine-room skylights, flooding the engine-room, putting out the fires, and stopping her machinery. It is stated that while oil was poured upon the water the waves did not break over the ship, but when this was discontinued, or the latrine passages became choked up or from some cause yet undiscovered, but which seems connected with a cessation of the supply of oil on the water, the waves gained the upper hand and, breaking over the vessel, engulfed her. It is sad, pitifully sad, but in the name of all that is pitiful why should the Rev. R. F. COBOLD scandalize persons by making of it an opportunity for advertising his trade? Simply to show he is of the Church Militant here on earth, which, like PEAR'S Soap, has to seize every chance to keep itself before the public? He begins in a modest kind of way by advertising a memorial service for 5.30 of the clock on Wednesday the 19th October, and ends by deferring it until such time as he can get together a big show. Unlike Dr. DOBSON, who is an exponent of the Law of Storms, the Rev. R. F. COBOLD is an exponent of the Laws of Providence, and now he is going to connect Providence with the wreck of the *Bokhara*. To anyone exercising his or her reasoning faculties it must appear as if there were only two ways of mixing up Providence in the matter—either to praise or to blame. We scarcely think the reverend gentleman would propose a vote of thanks for the loss of the *Bokhara* and we hardly believe that he would venture to move a want of confidence in Providence on account of it. But why in all seriousness should he want to address Providence at all? If the *Bokhara* disaster has heavy on his mind and he thinks prayer will do him good, by all means let him pray, and so

one will say him nay; but without a crowd it would not be to use a well-worn sporting simile, the Rev. R. F. COBOLD first and foremost nowhere. It is, we know, customary for a minister of religion to introduce the dead to another world by reading a burial service over their remains, and if the Rev. R. F. COBOLD had been content, in all that solemnity the presence of death inspires, to perform a funeral service in the Cathedral, we might have thought it useless but still have held our peace, as it would have been a proceeding under the circumstances not uncalled for, and one too which would have testified respect for the drowned. But to make an advertisement out of a disaster, compels as to cry "shame." The Rev. Mr. COBOLD would probably like to see the survivors placed in the front row of his congregation in order to single them out as examples of the merciful interposition of Providence. Or he might even go the length of suggesting to them that it would be fit and proper they should themselves return thanks to Providence for their safety, forgetting or ignoring that Providence only helps those who help themselves. It is a subject for congratulation to the survivors that they escaped from a sudden and terrible death, but do they, or does anyone, imagine that Providence had anything whatever to do with it? If they do, then what must they think of this same Providence which destroyed all the others? People require to be educated to rid themselves of the idea that there can be supernatural interference with Natural Laws, and this will never be so long as they are content to follow the lead of advertising geniuses like the Rev. R. F. COBOLD.

TELEGRAMS.

DEATH OF LORD TENNYSON.

LONDON, October 19th.
Lord Tennyson's death was most peaceful; the room in which he died was lighted only by the rays of the moon.
[Reuter is evidently a first-class humorist; we are so glad that Alfred did not put to the Great Hereafter under the light of a kerosene lamp.—Ed. H.K. Telegraph.]

FRANCE AND CHINA.

October 19th.
The French press are resentful at the constant attacks on the French outposts in Tonquin, and urge the Government to make a formal complaint to the Peking authorities. The press advise this course as they consider these attacks are instigated by the mandarins.

FRANCE AND DAHOMEY.

Desperate fighting has taken place between the French and the King of Dahomey's troops on the West Coast of Africa.

THE NEW O. B. C.
The Liquidator of the New Oriental Bank Corporation, Limited, announces that a dividend of four shillings in the pound will be payable in January next, and he hopes to be in a position to declare an additional dividend three months later.

THE LIFE GUARDS MUTINY.

October 19th.
The 1st Life Guards have been removed to Shorncliffe.

DISAFFECTION IN THE ARM. SERVICE CORPS.

Owing to some saddle and harness cutting having occurred in the Army Service Corps, the troops have been confined to barracks.

THE HOME GOVERNMENT AND THE "BOKHARA" DISASTER.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
SIR,—I am directed by His Excellency the Governor to forward to you a copy of the following telegram received from the Secretary of State for the Colonies:—
"Governor, Hongkong.—I have learned with the deepest regret of the most and loss of life in consequence of the wreck of the *Bokhara*. Express my sincere sympathy to the relatives of those who have perished."
Yours faithfully,
J. T. STERLING,
A. D. C.
Government House,
Hongkong, October 20th, 1892.

LOCAL AND GENERAL.

H.M.S. *Porpoise*, after a slight touch-up, will leave for the North in a few days.

WE understand that the new wing of the Hongkong Hotel will probably be opened to the public on November 1st.

STATE PAYMASTER T. GUARD has been appointed to the *Victor Emmanuel*, his appointment dating from September 10th.

H.M.S. *Reliance*, now about paying off in Hongkong, is undergoing a thorough overhaul preparatory to being re-commissioned.

THE *Hongkong* inaugurated her temporary return to the Hongkong-Macao route on Wednesday by making the run across in two hours and forty minutes, going easy.

THE adjourned meeting of creditors of A. G. Gordon & Co., Limited (in liquidation) was to have been held to-day, but as there was no quorum, was adjourned *ad hoc*.

THE insurance companies affected by the loss of the *Bokhara* are arranging with the Chinese Customs for the service of divers to salvage the treasure that was on board at the time of the wreck.

A MARINE COURT will assemble at the Harbour Office to-morrow at 10.30 a.m. to inquire into the circumstances attending the loss of the British steamship *Bokhara*.

On the 15th inst. at Hanoi a match manufactory was opened by the Governor-General, the Commander in Chief assisting, in presence of all the nobility and gentry of the place.

THE Agent (Mr. Geo. R. Stevens) informs us that the Nippon Yusen Kaisha Co.'s steamer *Sakata Maru*, on route to Australia, left Nagasaki for this port at daylight to-day.

As the repairs to the *Huangshan*, now at Kowloon Dock, will occupy about another week, the *Huangshan* will continue the Company's service on the Hongkong-Macao route for that period.

THE Agents (Messrs. Dodwell, Carrill & Co.) inform us that the Northern Pacific Steamship Co.'s steamer *Victoria* arrived at Yokohama from Tacoma yesterday, and sails for this port, via Kobe, to-day.

CAPTAIN T. HALL will, we note, take the Douglas Co.'s steamer *Formosa* out of port to-morrow, *via* Captain H. Bothwell, who takes over command of the same Company's steamer *Thales* from Mr. A. E. Hodgins, the acting commander.

WE hear that Captain A. Tillett, R.N.R., Marine Superintendent of the Canadian Pacific Co.'s steamers at this port, has accepted the Presidency of the British Mercantile Marine Officers' Association, *vice* Capt. S. Ashton, who lately left the colony for a trip home.

Mr. Wong Tsiu Hi, the misguided Celestial who has lately become addicted to law suits, is still in the clutches of the legal fraternity, who apparently are not yet content with the thousands of dollars he has paid them. He is figure in two more small actions to-morrow.

THE Rev. Mr. Cobbold informs us that the special Memorial Service at the Cathedral in connection with the *Bokhara* disaster, having been postponed to allow arrangements to be made whereby the Naval and Military authorities may attend, will be held on Saturday next at 4.30 p.m.

If we are able to interpret the signs of the times, and the true meaning of semi-official utterances, correctly, the French are anxious to create fresh complications with China; using what has been aptly described as the "Tonquin Tangle" as the basis for protests, and other little diplomatic manoeuvres.

A SPECIAL memorial service was held at St. Peter's (Mission) Church, West Point, last night, and was very largely attended. The Rev. G. G. Goldsmith conducted the service, and the Bishop of South China (Dr. Hsu) preached an eloquent and touching sermon in reference to the *Bokhara* disaster.

"THE Hongkong Telegraph" will publish a full, descriptive and carefully revised and edited report of the *Bokhara* disaster, in pamphlet form, in time for the next homebound mail. As a limited number of copies only will be issued orders should be sent in to the Manager of this paper as soon as possible.

It is rumoured—and we give the rumour for whatever it may be worth—that it is contemplated no far distant date to finally close the Luzon Sugar Refinery at Manila, of which Messrs. Jardine, Matheson & Co. (including Mr. William McGregor Smith) were the original promoters and are the general managers.

THE troubles in Pahang are reported to have practically terminated. Colonel Walker, after following the Orang Kayah as far as the Kelantan frontier, has returned to Lipis, and the Governor of the Straits Settlements has ordered the troops to be withdrawn. Ruhs and Panjoms will possibly now have a chance of creating that boom we have been looking for so long.

THE Hongkong Hotel has had a rattling business on Tuesday night, about fifty persons remaining in the hotel until past nine o'clock, waiting for the *Hongkong Telegraph's* report of the *Bokhara* disaster. Owing to the difficulty of obtaining reliable information regarding the shipwreck, etc., we were somewhat late in going to press that evening; but our report was worth reading when it did come up, and the *Telegraph* boomed accordingly.

On Tuesday night the compound of the Hongkong Telegraph office was crowded by about a hundred and fifty people, Europeans and Asiatics, all waiting for the issue of the *Telegraph* containing the detailed report of the wreck of the *Bokhara*. And they patiently waited until 9 o'clock.

This is about the greatest tribute that has ever been paid to any newspaper in this colony, and we value it accordingly, though we sincerely apologise for causing it. There was no crowd round the doors of the *China Mail*.

WE read in a home paper that the experiment tried a few months ago of recommissioning ships on the Pacific Station by means of crews sent overland from Halifax to Esquimaux by the Canadian Pacific Railway having been attended with success, the Admiralty have decided to recommission H.M.'s ships *Dolphin*, *Hyacinth*, and *Nymphs* with fresh crews to be conveyed by that route. Orders have accordingly been issued for the troopship *Tyne* to be ready to leave England on October 6th for Halifax with new crews. Formerly ships were sent from the Pacific to the China station for recommissioning.

THE *flot* held at Manila in honour of the fourth centenary of Columbus are stated to have been on an unprecedented scale of magnificence. The processions, illuminations, and general festivities surpassed anything previously seen in the Philippines, and for three whole days and nights "all went merry as a marriage bell." A grand ball was given in the Municipal Hall, for which no fewer than three thousand invitations were issued, and it proved a brilliant success. Foreigners resident in Manila were treated with marked courtesy and kindness. A correspondent assures us that the illuminations even surpassed the gorgeous celebration of Hongkong's Jubilee.

AMONGST other arrivals by the French mail this morning was Mr. Mathew John Denman Stephens, who was for many years a well known figure in this colony. Mr. Stephens has a long list of the *Telegraph's* *flot* to fight a land, and he has come to this colony to fight it out to the bitter end. Mr. Stephens means to have his half-cent of flesh if he can manage it, and he certainly deserves all he can get. At one time M. J. D. S. was a "pard" of our learned friend Francis J. C. and afterwards he ran in double harness with Harry Holmes. And now nobody remembers him, and he is asked to keep better, is rather low, "Ah! Well!"

THE German gunboat *Nits* left for Amoy and Shanghai at 10 o'clock this morning.

In consequence of the great success which has attended the efforts of Professor Canaris, and for the special benefit of a large section of the public who find night performances inconvenient, there will be a *matinee* at the City Hall Theatre on Saturday. The programme will be carefully arranged from the best items in the excellent repertoire of the "Bijou Company," which are all of a really high class, and well worth seeing and hearing. It would not be a bad idea if Canaris would tell us what time it will begin. We are not magicians.

WITH reference to a paragraph which appeared in our issue of the 15th inst. regarding tenders for a new dredger for MACAU, we learn on good authority that the instructions sent from Lisbon applied only to the Hongkong and Whampoa Dock Company. The Government of Macau has apparently no voice in the matter at all, beyond carrying out the directions of the Minister for the Colonies. All tenders for the proposed dredger—and we believe any firm is at liberty to tender, although detailed particulars of what is required have only been supplied to the Minister of Marine and the Colonies, at Lisbon.

A Government Gazette Extraordinary was issued this afternoon, notifying "for general information, that a Funeral Service for those who were lost with the steamship *Bokhara* will be held on Saturday next at 4.30 p.m. in St. John's Cathedral." The notification is signed by the Hon. G. T. M. O'Brien, Colonial Secretary, and as we consider the special issue of the *Gazette* as an utterly useless and entirely unneeded waste of public money, we should like to know what the Hongkong Government have to do with the "joss pigskin" of the lately established St. John's Cathedral. And besides, nobody outside official circles, the Press and a few Chinese contractors ever sees the *Government Gazette*, which is an expensive relic of red-tape officialdom that ought to have been abolished years ago. A notice in the local newspapers would have twenty times the circulation of the *Gazette* at one-tenth the expense.

THE French mail steamer *Orus* arrived in harbour and was alongside her quay this morning at six o'clock and yet it was 7.30 before the Post Office launch came alongside to take delivery of the mails and it was after 10 o'clock before letters, papers, etc., were ready for circulation. This sort of thing won't do in Hongkong; in fact we have put up with it far too long. Unless the postal department is very shortly placed in the hands of a sensible man who knows what he is doing and in action, we must call an indignation meeting on the Public Recreation Ground (alias the Cricket Ground) to protest against any more of this gross official incompetency or neglect being tolerated. The departmental official intellect in Hongkong would certainly appear to be an unknown quantity, a sort of mental vacuum that badly wants filling up with—anything that will fill up.

In the Supreme Court this morning, before the Acting Puisne Judge, Messrs. Arnold, Karberg & Co. sued Lai Lai Hing and others for the value of a few dollars, paid to defendants in consideration for plaintiffs having, as alleged, charged too high for certain tobacco supplied through the firm to the Chinese from a New York house, which refused to refund in turn to Arnold, Karberg & Co. hence this suit. The transaction has already been before the court once, Lai Lai Hing suing Arnold, Karberg & Co. for breach of contract as to the price of the tobacco, so that the present action is somewhat of the nature of a counter-claim. The first suit was given against the Chinese, last week, and is to be opened, it was there fore decided to adjourn this second case, to await the result of the appeal. In both suits, Messrs. Arnold, Karberg & Co. were represented by Mr. Hastings (Wotton and Deacon), and Lai Lai Hing by Mr. C. D. Wilkinson.

THE London and China Express of September 16th says that "Mr. Granville Sharp, a very old and respected resident of Hongkong and a descendant of the philanthropist of that name, has just forwarded to the Rev. William Mordaunt, vicar of Fulham Church, and the sum has been handed to the Rev. William Mordaunt, vicar of Fulham." We should like to know what was the amount of this donation for the restoration of the philanthropist's tomb, and the Hongkong Telegraph will be glad to publish the name of any man, woman, or child in this colony who will certify that Mr. Granville Sharp has ever done anything for his colony, to make him respected, or, as claimed by London contemporary, a respected resident of Hongkong. Public opinion writes down the venerable land speculator as a plausible and cunning humbug of the first water—*vide* his speeches on Kerwick's Share Bill at the recent Chamber of Commerce meetings.

THE *Courier & Hongkong* published some time ago an exceedingly French "trivial," to the detriment of a bigwig entitled the *Est-Major*. As a natural consequence, Mr. de Cuere, editor, and M. Médières, the writer of the article, were challenged by a number of idiots to come out and be killed. The first "duel"—they call it duelling—was between the latter gentleman and a military officer, apparently of the same sort as the fools who yelled "à Berlin" in 1860 and then caved in at Metz. The warlike duel turned out to be a farce, for the military officer, who was a soldier, produced a telegram from his colonel saying that it would be a disgrace to go against him. Médières had a criminal charge pending against him. That gentleman said it was a lie, with appropriate adjectives, and used language enough to provoke a duel with the whole French army; but the army was not inclined for risking his valuable clothes, at to France a suit, liable to be torn in a fight; so the duel was off. Next, M. de Cuere was met by a trembling lieutenant who begged to be excused on the ground that nobody knew whether "M. de Cuere" retired from the army many years ago, was honorable or not. More expostulations, etc. Then followed volumes of correspondence, negotiations with various authorities, "juries of honour" to decide knotty points, such as whether a gentleman earning \$100 a month could crawl out of a duel with a \$100 man on the score of inequality of position, and so on. Everybody was fearfully anxious for peace and glory, so long as the play was his and the good-looking other person's. At last, after every excuse for delay was played out, they couldn't help coming on to the field of battle; Dr. Cuere was scratched on the right wrist; the umpire decided that Dr. Cuere's wound was visible with the least powerful microscope, so he was considered killed; and M. Médières met his man, and got a piece in the right forearm, which was his and the good-looking other person's. A "moral victory" for the other fellow, honour was satisfied some more, and no order was made as to costs. Then Dr. Cuere and Médières both had to challenge about forty other people for making the fatalistic afore-said being M. Cuere, editor of the *Avant* (opposition paper). More cat-fights all along the line.

THE Canadian Pacific Railway Co.'s Royal mail steamer *Empress of Japan*, from Hongkong, left Yokohama for Vancouver at daylight to-day.

MR. E. W. MITCHELL, the honorary Secretary of the Hongkong Amateur Dramatic Club, courteously informs us that in consequence of the *Bokhara* disaster, the Committee of the Club have decided to postpone the performance of "In Honour Bound" and "On Hall" until later in the year.

THE "BOKHARA" DISASTER.

ANOTHER SURVIVOR'S STORY.

Amongst those who got ashore on Sand Island on the 10th instant after the *Bokhara* struck one of the dangerous reefs that abound in the Pescadore Group, were two out of the seven quarter-masters carried in the ill-fated vessel, namely, Frederick Ward (of Southampton) and William Lewis (of the Isle of Wight). Ward was at the helm from 8 until 10.30 p.m., on that awful Monday night, when his mate, Lewis, relieved him, and he, in accordance with the regulations, kept a lookout on the lower bridge, the wheel by which the ship was steered being on the upper bridge, close by the officer of the watch. Ward of course knew and saw all that was taking place on board during the greater part of that eventful night; and up to the time of the awful crash upon the reef, while his mate, who was at the helm, was the last man to leave the ship alive, it being his duty to hold on to the wheel until he saw it was useless to do so and that the moment had arrived when he must make a leap for his life into the boiling surf. These men are therefore in a position to give a thoroughly reliable narrative of what took place, and as their story (as related to a *Telegraph* representative who called on them at the Sailors' Home yesterday) is not only deeply interesting but contains some important items of news that have not yet been published, we give it *in extenso* as follows:—

In reply to numerous questions Frederick Ward said:—I have been two months on board the *Bokhara* as quarter-master and previously served in that capacity on other P. & O. liners after leaving the West India Mail Co.'s service. The *Bokhara* left Shanghai on the 8th instant and everything went well until 4 p.m. of the 9th, when the N.E. monsoon, which we carried with us from the Saddle, freshened to a heavy gale. At 10 p.m. we 'hoove to' and remained on one tack until 1 o'clock the next day, when an attempt was made to put the ship on the opposite tack, but the attempt failed. The ship would not come up to the helm, and the wind kept her off. We then set trawls, and proved useless and were soon blown to ribbons. Then tarpaulins were tried, but they proved equally ineffective, and practically the ship was at the mercy of the elements and drifted at the rate of about four miles an hour, and continued to drift up to the hour of stranding. I was at the wheel that night from 8 to 10.30 o'clock when my mate, Lewis, relieved me. He would have taken the helm from me at 10 o'clock, but was engaged in covering with canvas the aperture in the quarter-deck windows of the wheelhouse, which had been smashed in by a tremendous sea, and also the engine-room skylight, which had been stove in by the seas that constantly thundered on board. As soon as Lewis relieved me I went on the look-out station, on the lower bridge. We didn't expect to see land, but still a sharp watch for it was maintained, and also for the under the impression that this time that we were clear of the Pescadores. The ship was running and frequently breaking over the ship accompanied by rain squalls of hurricane force. That Monday night the weather was worse than I had ever seen it in my whole career at sea, but the *Bokhara* faced it staunchly, better in fact than any ship I have ever been in, and I firmly believe that with plenty of sea room she would never have gone down. While at the wheel that day we (the quarter-masters) had great difficulty in steering, and during the height of the storm we simply kept the helm steady up to the time of striking. At 11.40 p.m. on the 10th land was sighted by the third officer, Mr. Ingles, on the lee beam. He reported it at once to the Captain who immediately sent me for the chief officer, who was on the main-deck superintending the throwing of engine-room oil over the weather side. When the chief officer came on the bridge the Captain said to him—"Prickett, that is land on the lee beam, what is it?" Then said—"Good-bye, Prickett, good-bye, Mr. Parry," and shook hands with those officers; then turned towards myself and Lewis who was steering, and said "Good-bye, my men." Then he ran off the bridge towards the saloon to warn and call the passengers out. I heard him say "out" to the passengers to come up, but never saw anything of him after he left the bridge. Just at that time a huge sea crashed on board and I saw the ship's bows overboard, for we never knew what was coming, neither did we see him again, either alive or dead. The next sea that broke on board washed us all off the bridge. We had life-belts or buoyancy, my mate having fished his life-belt to himself with his scarf. The Captain, I remember, had not provided himself with a life-belt when he went off to look out for the passengers. He thought nothing about himself apparently. It was the lines of the passengers and crew and the safety of the ship that occupied his attention. His coolness in the face of what looked like certain death, I shall never forget. Nothing startled him. As he stood on that bridge hour after hour of the weary days and nights, sometimes uttering kind and cheery words to his officers and the quarter-masters, at others trying to make out his position, he was a model of what a British sailor should be. Captain Powers was struck and he died. When that powerful sea struck the *Bokhara* and she was in the thick glass windows, and standing close to me watching the barometer and a piece of the glass struck his ear with sufficient force to cut it pretty deep. But he took no notice of the injury, continuing to give orders and watch the glass just as if nothing had happened. But to continue the yarn. I told you we were washed off the bridge into the raging sea. When I got out of the water I thought it was all over as I couldn't get out of some wreckage that I got foul of. However, after a desperate struggle I did succeed, but lost my life-belt in the attempt. I then struck out in the hope of getting on some floating spar or beam-compass or anything that might be floating about. In a minute or two I found myself grasped by one of the *Lasar* crew who got on my back with his arms round my neck. I tried to shake him off and when he bit my arm, I said to shake him, "Good-bye, my men," and I was drowned as well as himself, and it was no use, so I struggled on with my load through wreckage, and sleep, and corpses, and at last was thrown by a billow up on a rocky shore. There I lay for a minute or two gasping after the struggle for dear life, when suddenly a wave caught me and cast me about 50 yards further up the beach, cutting and bruising me slightly. I then scrambled further up the beach, and cleared the backwash. It was pitch dark, so I made up my mind that it would be better to wait until dawn before making anything. After a while I saw my mate, Lewis, and the chief officer standing near me on the beach and right glad I was to meet them. Later on the third and fourth

Intimations.

TAKLEMA COAL-RIE COMPANY, MOJI.

THIS Company having appointed the Undersigned AGENTS for their Coal, (TAKLEMA AKAHI) in Hongkong, they are prepared to supply Coal ex-Ship, ex-Godown, or trimmed in Bunkers, at prices to be had on application.

Copies of Reports and Analysis to be seen in the Office of the Undersigned.

CHEE ON & Co.,
Sole Agents,
Nos. 21 & 23, Lee Yuen Street, East.
Hongkong, 26th September, 1892. [933]

THE MIKE COAL MINING COMPANY.

THE MIKE COAL is a BITUMINOUS COAL of dark reddish colour. For steam purposes it has been pronounced to be the best and the most economical of all the Japanese Coals. Its export is increasing yearly, and the opinions expressed by several of the largest regular consumers are in testimony of the excellent qualities of this coal.

Attention is called to the following advantages to Ship's Owners and Captains, who coal their bunkers direct from the Undersigned:—

FRESHNESS of the coal.
UNIFORMITY of quality.
FREEDOM from impurities.
Supply in any quantity on shortest notice.
Quick despatch.
BEST of weight, etc., etc.

MITTSUI BUSSAN KAISHA,
Sole Agents,
Hongkong, 5th September, 1892. [890]

SAI-PANG COALS.

THE Undersigned beg to inform the Public that he has appointed HOP-WO-LOONG as Agents in Hongkong for the SALE of the SAI-PANG COALS of the HONDO COAL MINES, Japan.

KONOMI TAKASUKE,
Owner of the Hondo Coal Mines.

W. the Undersigned are ready to supply COALS of the above Mines, weight and quality guaranteed, in any quantity with the quickest despatch.

HOP-WO-LOONG,
Agents for the Hondo Coal Mines,
Nos. 36 & 37, Praya Central.
Hongkong, 26th August, 1892. [855]

KING WO CHEONG.

COAL MERCHANTS, SHIP'S COMPANIES, STEVEDORES, &c.

Have for Sale a cargo of AKAHI COAL, ex-S.S. "BENGUEE."

M. R. J. W. BOYD, Superintendent at Kowloon Dock, reports that AKAHI COAL GIVES TEN PER CENT. BETTER RESULTS than any Japanese Coal he has ever used.

For full particulars as to price, &c., Apply to
KING WO CHEONG,
No. 31, Praya Central.
Hongkong, 19th September, 1892. [731]

For Sale.

THEY LEAD THEM ALL, THE CELEBRATED CALIFORNIA WINES,

from the well-known Vineyards of Messrs. KOHLER and VAN BROOKEN, San Francisco, and JULIAN P. SMITH (Olivina) Livermore, California.

Guaranteed to be Pure and Unadulterated.

Pure BLACKBERRY BRANDY and fresh Consignments of BARTLETT SPRING MINERAL WATER by each Steamer.

Prices forwarded on application to
MACDONALD BROTHERS & Co.,
Commission Merchants,
No. 30, Water Street,
Yokohama.
Yokohama, 12th August, 1892. [844]

FOR SALE.

THE SCHOONER "MONTARA,"

AS SHE NOW LIES IN YAU-MAT-TAY.

Length 75 feet.
Beam 17 feet.
Depth of hold 7 feet.
Registered Tonnage 75 tons.

(Owing to recent alterations the carrying capacity of the Montara has been increased to about 120 tons dead weight.)

The Montara was built in Singapore, is most solidly constructed of teak throughout, with iron-wood frames, has recently been thoroughly overhauled and is now in excellent condition. She is a very fast sailer and a most reliable vessel for the Canton kerosene trade, or would make a first-class lighter.

For Particulars as to Price, &c., apply to
R. FRASER-SMITH,
6, Pedder's Hill.
Hongkong, 17th May, 1892. [325]

FOR SALE.

THE ENGINES AND BOILER OF THE CHINESE GUNBOAT "CHOP-CHENG,"

AS THEY LIE AT ABERDEEN DOCK.

THE Engines of the Chop-cheng were constructed by Messrs. IGLOUS & Co., of Wanchai, and are of the Compound-Inverted Cylinder Direct-Acting Surface Condensing type. Cylinders 20 and 38" dia., with a stroke of 36". The Crank Shaft is 6 1/2" dia. at the Crank Pin and 7" dia. at the Journals. The H.P. Piston Rod is 3" and the L.P. 3 1/2" dia. The Piston and Connecting Rod bolts are 2" dia. Air Pump 14" dia. by 18 stroke, and Double Acting Pump 8" dia. by 12 stroke, and Double Acting Feed and Bilge Pump (one each) 5" dia. by 13 stroke.

These Engines have been very little used and are in thoroughly good order.

The Boiler is of the Horizontal Multitubular type, with three Furnaces and vertical Decks on top. Its dia. is 10ft. 8" by 26" long, external measurements. Furnaces, 24" dia. 12ft. 4 1/2" dia. by 18 stroke. Tubes, 1 1/2" dia. in number by 4 1/2" dia. It is in fairly good condition, having recently undergone considerable repairs, and would last in active service for over five years.

The Engines and Boiler can be inspected on application to the Superintendent at Aberdeen Dock.

For further particulars, apply to
R. FRASER-SMITH,
6, Pedder's Hill.
Hongkong, 17th May, 1892. [325]

HAUENSTEIN'S HOTEL, A MOY.

THIS First-class FAMILY HOTEL is situated on the beach at KULANGSOO and has First-class Accommodation for Visitors.

AN EXCELLENT TABLE is kept, and WINES, SPIRITS, and MALT LIQUORS of the very best quality.

Terms Moderate.

R. HELLWIG,
Proprietor.
Amoy, 1st September, 1892. [885]

WINDSOR HOTEL, (in Connaught Buildings), QUEEN'S ROAD, HONGKONG.

THE Private Hotel heretofore carried on in WINDSOR HOUSE has now been removed to CONNAUGHT HOUSE.

Cuisine under European management. Each Bed-room has its own Bath-room, Hot and Cold water. Passenger Elevator to all Floors. Charges from \$2 per day upwards.

Special Rates for Families or Permanent Boarders. Offices and Rooms to let Unfurnished, and Rooms with or without Board, by day or month. Apply at the Office, No. 37, 2nd Floor.
Hongkong, 2nd August, 1892. [813]

THE SHAMEN HOTEL.

BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the River Steamer Wharves, is now open to receive Visitors.

The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Rooms, and accommodation generally will be found equal to the best Hotels in the Far East.

The Table D'Hotel is supplied with every luxury in season, and the cuisine is in expert hands.

Wines, Spirits, Malt Liquors, &c., of the best quality only.

A WELL APPOINTED BILLIARD ROOM.

A. F. DO ROZARIO,
Manager.
Hongkong, 1st September, 1892. [670]

THE SHAMEN HOTEL.

BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the River Steamer Wharves, is now open to receive Visitors.

The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Rooms, and accommodation generally will be found equal to the best Hotels in the Far East.

The Table D'Hotel is supplied with every luxury in season, and the cuisine is in expert hands.

Wines, Spirits, Malt Liquors, &c., of the best quality only.

A WELL APPOINTED BILLIARD ROOM.

A. F. DO ROZARIO,
Manager.
Hongkong, 1st September, 1892. [670]

THE SHAMEN HOTEL.

BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the River Steamer Wharves, is now open to receive Visitors.

The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Rooms, and accommodation generally will be found equal to the best Hotels in the Far East.

The Table D'Hotel is supplied with every luxury in season, and the cuisine is in expert hands.

Wines, Spirits, Malt Liquors, &c., of the best quality only.

A WELL APPOINTED BILLIARD ROOM.

A. F. DO ROZARIO,
Manager.
Hongkong, 1st September, 1892. [670]

THE SHAMEN HOTEL.

BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the River Steamer Wharves, is now open to receive Visitors.

The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Rooms, and accommodation generally will be found equal to the best Hotels in the Far East.

The Table D'Hotel is supplied with every luxury in season, and the cuisine is in expert hands.

Wines, Spirits, Malt Liquors, &c., of the best quality only.

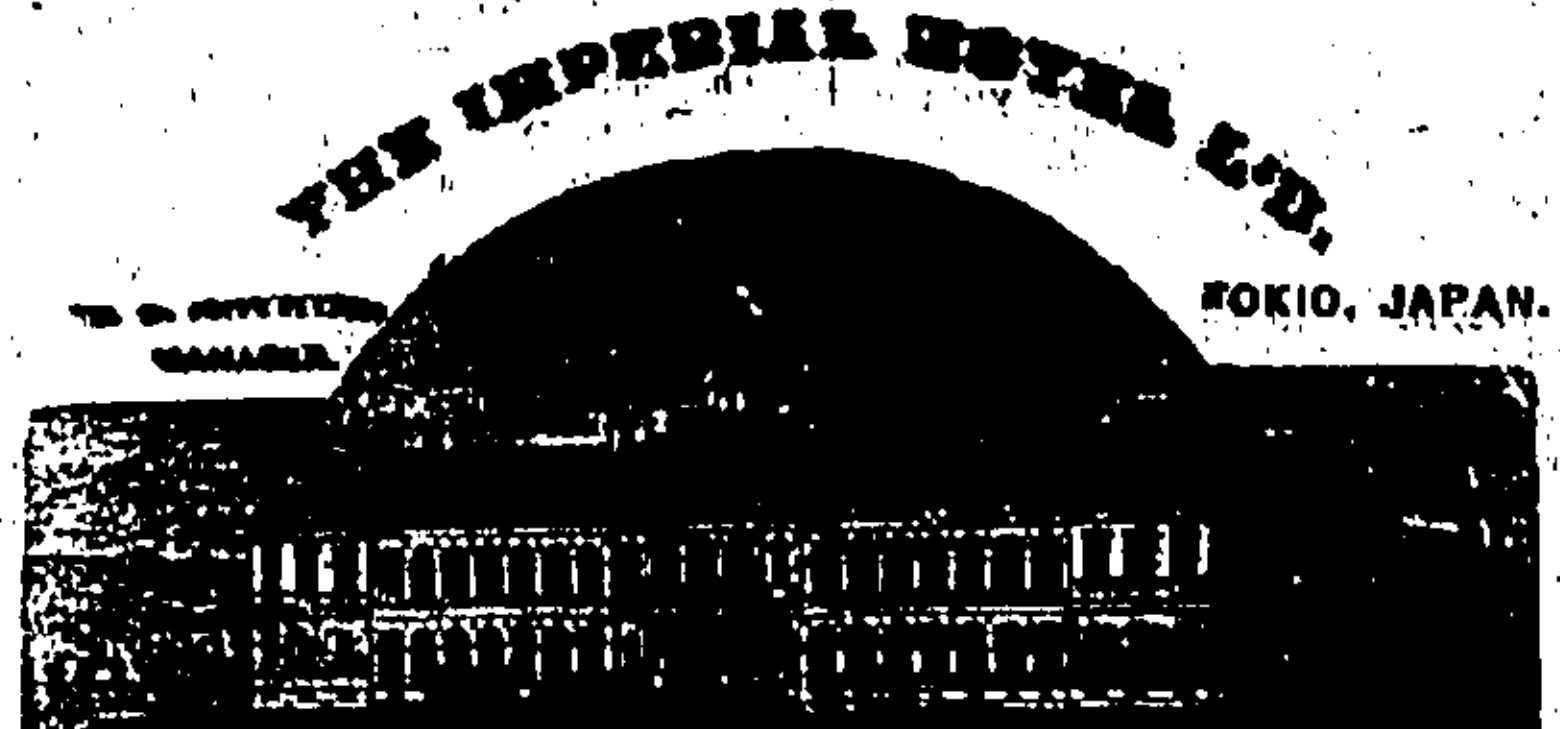
A WELL APPOINTED BILLIARD ROOM.

A. F. DO ROZARIO,
Manager.
Hongkong, 1st September, 1892. [670]

Intimations.

THE IMPERIAL HOTEL LTD.

YOKO, JAPAN.



THE FINEST HOTEL IN THE EAST.
(Under the distinguished patronage of the Imperial Household.)

THIS fine hotel is situated within five minutes' drive of the terminus of the Yokohama-Tokyo Railway and is in near proximity to the Imperial Palace, the Parliament House and the Chief Public Offices.

There are no inside rooms, thus securing well lighted, ventilated and cheerful accommodations. The Cuisine cannot be surpassed, and the aim of the management is to provide for the comfort and pleasure of the guests. The attractions of Tokyo are countless, and the religious and floral festivals being of daily occurrence are to be seen at their best and on a grander scale than in any other portion of Japan. All the noted actors, wrestlers and jugglers make the capital their headquarters.

RATES, \$3 TO \$4.50 PER DAY.

C. S. ARTHUR,
Manager.

CENTRAL HOTEL, SHANGHAI.

THIS long established SELECT Family Hotel, situated on the Bund, facing the river, in the centre of the Settlements, has lately undergone extensive alterations, and is now fitted with the latest modern improvements, including Bath and Dressing Rooms ATTACHED to Suites and Single Rooms, with hot and cold water laid on, DOUCHE, SHOWER SPRAYS, etc., and heated to a comfortable temperature during winter.

SEPARATE ROOMS FOR PRIVATE DINNER PARTIES, &c.

The Electric Lighting now partly laid on will be completed during this year, 1892.

An Assistant will attend on Passengers by Mail Steamers.

N.B.—TELEGRAPHIC ADDRESS—"CENTRAL, SHANGHAI."

F. E. REILLY,
PROPRIETOR.

THE MOUNT AUSTIN HOTEL.

Telegraphic address, "EXCELSIOR," Hongkong. 1,400 FEET ABOVE SEA LEVEL. TELEPHONE No. 35.

TARIFF FROM DECEMBER 1ST, 1892, UNTIL APRIL 30TH, 1893, SUBJECT TO ACCOMMODATION BEING AVAILABLE.

Board and Lodging by the Day, one person \$ 3.00
Board and Lodging by the Day for Married Couples occupying one room 4.50
Board and Lodging by the Month, one person 60.00
Board and Lodging by the Month for Married Couples occupying one room 100.00

(CHILDREN BY SPECIAL ARRANGEMENT.)

Sitting-room by the Day \$ 2.50
Dinner 1.00
Extra Bed-room by the Day 2.00
Extra Bed-room by the Month 20.00
Bed and Breakfast 0.75
Breakfast 0.75

Tiffin \$ 1.00
Dinner 1.50
European Servants by the Day 1.00
European Servants by the Month 10.00
(Bedroom extra) 20.00
Chinese Servants by the Day 0.15

TRAMWAY TICKETS will be supplied to RESIDENTS and VISITORS at the Hotel at reduced rates.—For further Particulars apply at the Company's Office, 38 and 40, Queen's Road Central, or to R. ISHERWOOD, Manager, Mount Austin Hotel.
Hongkong, 13th October, 1892. [1018]

PROFESSIONAL NOTICE.

I HAVE this Day resumed my Hongkong DENTAL PRACTICE.

DENTON E. PETERSON, D.D.S.,
No. 9, Connaught House,
Queen's Road Central.
Hongkong, 2nd October, 1892. [785]

SIEN TING, SURGEON DENTIST,
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 27th September, 1892. [966]

DENTISTRY.

FIRST CLASS WORKMANSHIP AND MODERATE FEES.

M. R. WONG TAI-FONG,
Surgeon Dentist,
(Formerly assisted by Dr. Rogers),
HAS REMOVED TO
THE BANK BUILDINGS,
QUEEN'S ROAD,
(Opposite Hongkong Hotel).
CONSULTATION FREE.
Hongkong, 27th Sept. 1892. [901]

HAUENSTEIN'S HOTEL, A MOY.

THIS First-class FAMILY HOTEL is situated on the beach at KULANGSOO and has First-class Accommodation for Visitors.

AN EXCELLENT TABLE is kept, and WINES, SPIRITS, and MALT LIQUORS of the very best quality.

Terms Moderate.

R. HELLWIG,
Proprietor.
Amoy, 1st September, 1892. [885]

WINDSOR HOTEL, (in Connaught Buildings), QUEEN'S ROAD, HONGKONG.

THE Private Hotel heretofore carried on in WINDSOR HOUSE has now been removed to CONNAUGHT HOUSE.

Cuisine under European management. Each Bed-room has its own Bath-room, Hot and Cold water. Passenger Elevator to all Floors. Charges from \$2 per day upwards.

Special Rates for Families or Permanent Boarders. Offices and Rooms to let Unfurnished, and Rooms with or without Board, by day or month. Apply at the Office, No. 37, 2nd Floor.
Hongkong, 2nd August, 1892. [813]

THE SHAMEN HOTEL.

BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the River Steamer Wharves, is now open to receive Visitors.

The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Rooms, and accommodation generally will be found equal to the best Hotels in the Far East.

The Table D'Hotel is supplied with every luxury in season, and the cuisine is in expert hands.

Wines, Spirits, Malt Liquors, &c., of the best quality only.

A WELL APPOINTED BILLIARD ROOM.

A. F. DO ROZARIO,
Manager.
Hongkong, 1st September, 1892. [670]

THE SHAMEN HOTEL.

BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the River Steamer Wharves, is now open to receive Visitors.

The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Rooms, and accommodation generally will be found equal to the best Hotels in the Far East.

The Table D'Hotel is supplied with every luxury in season, and the cuisine is in expert hands.

Wines, Spirits, Malt Liquors, &c., of the best quality only.

A WELL APPOINTED BILLIARD ROOM.

A. F. DO ROZARIO,
Manager.
Hongkong, 1st September, 1892. [670]

THE SHAMEN HOTEL.

BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the River Steamer Wharves, is now open to receive Visitors.

The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Rooms, and accommodation generally will be found equal to the best Hotels in the Far East.

The Table D'Hotel is supplied with every luxury in season, and the cuisine is in expert hands.

Wines, Spirits, Malt Liquors, &c., of the best quality only.

A WELL APPOINTED BILLIARD ROOM.

A. F. DO ROZARIO,
Manager.
Hongkong, 1st September, 1892. [670]

THE SHAMEN HOTEL.

BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the River Steamer Wharves, is now open to receive Visitors.

The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Rooms, and accommodation generally will be found equal to the best Hotels in the Far East.

The Table D'Hotel is supplied with every luxury in season, and the cuisine is in expert hands.

Wines, Spirits, Malt Liquors, &c., of the best quality only.

A WELL APPOINTED BILLIARD ROOM.

A. F. DO ROZARIO,
Manager.
Hongkong, 1st September, 1892. [670]

THE SHAMEN HOTEL.

BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the River Steamer Wharves, is now open to receive Visitors.

The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Rooms, and accommodation generally will be found equal to the best Hotels in the Far East.

The Table D'Hotel is supplied with every luxury in season, and the cuisine is in expert hands.

Wines, Spirits, Malt Liquors, &c., of the best quality only.

A WELL APPOINTED BILLIARD ROOM.

A. F. DO ROZARIO,
Manager.
Hongkong, 1st September, 1892. [670]

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY THROUGH TO NEW YORK VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

PROPOSED SAILING FROM HONGKONG.

City of Peking Saturday, 22nd Oct.
China Tuesday, 1st Nov.
Pyra Saturday, 19th Nov.
City of Rio de Janeiro (via Honolulu) Saturday, 10th Dec.

THE U. S. Mail Steamship "CITY OF PEKING"

will be despatched for SAN FRANCISCO, via YOKOHAMA, on SATURDAY, the 22nd Oct., at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

RATES OF PASSAGE.

From Hongkong, First-class.

To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O., \$225.00
To Liverpool and London 325.00
To Paris and Bremen 345.00
To Havre and Hamburg 355.00
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND CITIES. FIRST CLASS.

DESTINATION.

Day Ticket	Continental Ticket	Through Ticket
Kansas City, Mo., Omaha, Neb.	285.00	291.50
St. Louis, Mo.	291.50	298.00
St. Paul, Minn., Minneapolis, Minn.	298.00	304.50
Chicago, Ill.	298.00	304.50
Milwaukee, Wis.	299.50	306.00
Cincinnati, Ohio	301.50	308.00
Columbus, Ohio	304.25	310.75
Detroit, Mich.	304.25	310.75
Cleveland, Ohio	306.55	313.00
Toronto, Canada	309.95	317.45
Pittsburg, Penn.	310.25	317.75
Niagara Falls, N.Y., Buffalo, N.Y.	311.00	318.50
Washington, D.C., Baltimore, Md.	317.00	324.50
Philadelphia, Penn.	319.75	327.25
New York	319.75	327.25
Boston, Mass.	321.15	328.65
Portland, Maine	327.25	334.75

All the above Rates are in Mexican Dollars. Special rates (first-class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials and their families.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—

4 months \$337.50
12 months \$393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. from Return Fare. This allowance does not apply to through fares from China and Japan to Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 7 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, at 72, Queen's Road Central.

J. S. VAN BUREN, Agent.
Hongkong, 12th October, 1892.

Intimations.

LEVY HERMANOS.

IMPORTERS OF JEWELLERY and DIAMONDS in great variety; by every Mail, fresh consignments of latest Novelties from Europe.

CHRONOMETERS, CLOCKS, and WATCHES of all kinds. Handsome TIME PIECES, and all kinds of Optician's Goods.

LEVY HERMANOS,
10, Queen's Road Central,
Opposite the Telegraph Companies' Office.
Hongkong, 16th September, 1892. [924]

G. FALCONER & CO.,
WATCH and CHRONOMETER MANUFACTURERS and JEWELLERS.
NAUTICAL INSTRUMENTS, CHARTS and BOOKS.
No. 48, Queen's Road Central. [632]

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, and CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches—awarded the highest Prizes at every Exhibition; and for Volkmann and Sohn's CELEBRATED OPERA GLASSES.
MARINE GLASSES and SPYGLASSES.
No. 4, Queen's Road Central. [633]

ONE-BOX OF CLARKE'S BAY PILLS

is warranted to cure all discharges from the Urinary Organs, in either sex (acquired or constitutional), Gravel and Pains in the Back, Gout, Rheumatism, Neuralgia, Sciatica, etc., and all cases of Urinary Affection. Sold in Boxes, 6d. each, by all Chemists and Patent Medicine Vendors throughout the World. Proprietors: The Lincoln and Midland Counties Drug Company, Lincoln, England.

Blackhead & Co.,
SHIP-CHANDLERS, SAIL-MAKERS, and PROVISION MERCHANTS.
NAVY CONTRACTORS, & GENERAL COMMISSION AGENTS.
No. 11, Praya Central.
(Opposite Pedder's Hill.)

SOLE AGENT FOR RAHTJEN'S GENUINE COMPOSITION

THE BOTTOMS OF IRON SHIPS.
HARTMAN'S GREY PAINT, specially manufactured for coating the inside of STEEL SHIPS.

EXTRA PRIME PORK and BEEF in Barrels.

AMERICAN PRIME SUGAR-CURED HAMS and BACON.
CH. MOTT & Co., BORDEAUX, CLARET, CEMENT from the celebrated Factory of Harcourt.

FLANSBURG STOCK, BEER, ENGINEERS' and BLACKSMITHS' MACHINERY and TOOLS.

EVERY KIND OF SHIPS' STORES and REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.

ALL KINDS OF COALS SUPPLIED AT THE SHORTEST NOTICE.

Dis-Closure of the finest old BRANDY COGNAC, 6 Stars, selected expressly for F. B. & Co., Sole Agents.

SOLE AGENTS FOR CHINA AND JAPAN

TULE LIFE PRESERVER AND RAFT

Manufactured by the LEDUC TULE IMPROVEMENT COMPANY, SAN FRANCISCO, CAL.

Creolin

Acknowledged by the scientific world as the MOST EFFECTIVE DISINFECTANT, DEODORISER and GERMICIDE.

Is neither poisonous nor caustic, may be used by everybody without the slightest apprehension of danger.

Hongkong, 8th March, 1892.

Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.

Belge Thursday, 10th November.
Owaka Tuesday, 29th November.
Guthrie Tuesday, 20th December.

THE Steamship "BELGIC"

will be despatched for San Francisco, via Yokohama, on THURSDAY, the 10th November, at 1 P.M. Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE.

From Hongkong, First-class.

To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O., \$225.00
To Liverpool and London 325.00
To Paris and Bremen 345.00
To Havre and Hamburg 355.00
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND CITIES. FIRST CLASS.

DESTINATION.

Day Ticket	Continental Ticket	Through Ticket
Kansas City, Mo., Omaha, Neb.	285.00	291.50
St. Louis, Mo.	291.50	298.00
St. Paul, Minn., Minneapolis, Minn.	298.00	304.50
Chicago, Ill.	298.00	304.50
Milwaukee, Wis.	299.50	306.00
Cincinnati, Ohio	301.50	308.00
Columbus, Ohio	304.25	310.75
Detroit, Mich.	304.25	310.75
Cleveland, Ohio	306.55	313.00
Toronto, Canada	309.95	317.45
Pittsburg, Penn.	310.25	317.75
Niagara Falls, N.Y., Buffalo, N.Y.	311.00	318.50
Washington, D.C., Baltimore, Md.	317.00	324.50
Philadelphia, Penn.	319.75	327.25
New York	319.75	327.25
Boston, Mass.	321.15	328.65
Portland, Maine	327.25	334.75

All the above Rates are in Mexican Dollars. Special rates (first-class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials and their families.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—

4 months \$337.50
12 months \$393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. from Return Fare. This allowance does not apply to through fares from China and Japan to Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 7 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, at 72, Queen's Road Central.

J. S. VAN BUREN, Agent.
Hongkong, 13th October, 1892.

Blackhead & Co.,
SHIP-CHANDLERS, SAIL-MAKERS, and PROVISION MERCHANTS.
NAVY CONTRACTORS, & GENERAL COMMISSION AGENTS.
No. 11, Praya Central.
(Opposite Pedder's Hill.)

SOLE AGENT FOR RAHTJEN'S GENUINE COMPOSITION

THE BOTTOMS OF IRON SHIPS.
HARTMAN'S GREY PAINT, specially manufactured for coating the inside of STEEL SHIPS.

EXTRA PRIME PORK and BEEF in Barrels.

AMERICAN PRIME SUGAR-CURED HAMS and BACON.
CH. MOTT & Co., BORDEAUX, CLARET, CEMENT from the celebrated Factory of Harcourt.

FLANSBURG STOCK, BEER, ENGINEERS' and BLACKSMITHS' MACHINERY and TOOLS.

EVERY KIND OF SHIPS' STORES and REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.

ALL KINDS OF COALS SUPPLIED AT THE SHORTEST NOTICE.

Dis-Closure of the finest old BRANDY COGNAC, 6 Stars, selected expressly for F. B. & Co., Sole Agents.

SOLE AGENTS FOR CHINA AND JAPAN

TULE LIFE PRESERVER AND RAFT

Manufactured by the LEDUC TULE IMPROVEMENT COMPANY, SAN FRANCISCO, CAL.

Creolin

Acknowledged by the scientific world as the MOST EFFECTIVE DISINFECTANT, DEODORISER and GERMICIDE.

Is neither poisonous nor caustic, may be used by everybody without the slightest apprehension of danger.

Hongkong, 8th March, 1892.

Blackhead & Co.,
SHIP-CHANDLERS, SAIL-MAKERS, and PROVISION MERCHANTS.
NAVY CONTRACTORS, & GENERAL COMMISSION AGENTS.
No. 11, Praya Central.
(Opposite Pedder's Hill.)

SOLE AGENT FOR RAHTJEN'S GENUINE COMPOSITION

THE BOTTOMS OF IRON SHIPS.
HARTMAN'S GREY PAINT, specially manufactured for coating the inside of STEEL SHIPS.

EXTRA PRIME PORK and BEEF in Barrels.

AMERICAN PRIME SUGAR-CURED HAMS and BACON.
CH. MOTT & Co., BORDEAUX, CLARET, CEMENT from the celebrated Factory of Harcourt.

FLANSBURG STOCK, BEER, ENGINEERS' and BLACKSMITHS' MACHINERY and TOOLS.

EVERY KIND OF SHIPS' STORES and REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.

ALL KINDS OF COALS SUPPLIED AT THE SHORTEST NOTICE.

Dis-Closure of the finest old BRANDY COGNAC, 6 Stars, selected expressly for F. B. & Co., Sole Agents.

SOLE AGENTS FOR CHINA AND JAPAN

T